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MAPUTALES

ABOVE 70°N



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ENJOY!

FROM THE EDITORS



We wish to create a space where we and others could tell their stories from travels and practical advice to sporting amateur or professional endeavors. There are so many great stories in a drive-by mode, but why not give yourself the time for writing... and then why not give yourself the time to read? While the world is scrolling, take a breath, and ease off. Even for a minute. Or two!

To prepare, and print out a magazine is a challenge but we hope that with a mixture of creativity, stamina, and hopefully your help, there will be more issues to come.

JOANNA & BJÖRN POLLUL

TO HELP US CREATE MORE ISSUES, SHARE MAPU TALES WITH OTHERS 

PHOTO OF THE ISSUE



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SKI & SAIL IN THE NORTH OF NORWAY

JOANNA POLLUL



GETTING ON BOARD,
TROMSØ MARINA

WHERE THE WATER IS DEEP AND THE SNOW IS PLENTY

The sea doesn't care. It flows in its own rhythm and we enter it on our own risk. It picks up the boat on a wave, like on a fingertip to put it at once down into deep blue valley again. Sometimes it is very quiet.

The mountains don't care either. They let you in but the return is on you. And every return is a blessing.



It was truly a journey. From the preparation through the effort to the final weariness after the cruise. We didn't use many guidebooks for planning the tours because there are barely or no marked tours in most area we covered. Björn worked with a couple of maps and different apps to have something in a pocket before we started. The weather forecast in this region is reliable only for a couple of hours in advance so even the best plan might need a change. Such dynamics were actually a big advantage. We had luck to get a lot of weather windows throughout the cruise. Also the dynamics of the group proved to be really good which is not obvious but how important.

The truth is, the weather starts way above the sea, way beyond our horizon. The reality is, it is in a particular moment, here and now. It made us ride some overlapping waves and we got some severe beatings from the freezing winds. The first phenomenon made one or two of us get stuck with a bucket. That's when the real camaraderie on the boat starts.



After sailing away from Tromsø the sea was quite calm and the sun occasionally peeked out from behind the clouds as if in encouragement.



LYNGEN FROM A DISTANCE

We hurried north to Lyngen where we still met some other boats at the pontoon. The plan was to jump on skis in time before the upcoming blizzard. After first joy on the water the time has come to dig up the skis from the forepeak and get into the mountains. While the other crews had already packed their stuff again and set out of the fjord we were only about to start. The sky cleared itself enough so we were ready to give it a go. The more excited we got, The more the wind picked up. Just under the peak we needed to give up. Our faces were literally half frozen. After quickly taking off the skins the first fun ride began. Going through the fine powder, right into the sunset was a promise of a great adventure.



ROLLERCOASTER RIDE

The next day, luckily we got to sail with the wind...just right into some wild gusts out at the open sea. After a while on a free rollercoaster we entered Finnmark and landed in Sandland. The wind wasn't too strong (about 25 knots) but sailing beam reach with unstable overlapped wave was quite difficult. We finally moored in a small fisherman's marina with a sauna, made out of an old wooden boat. It squeezed the rest of the liquids out of our tired bodies and minds, only lightly defrosting my feet...Some even took a dip in the Norwegian Sea. I was fine only with the snow rubbing. While standing outside I could see a shy aurora brush. The wind was picking up, another blizzard has come and the boat got covered in a thick white blanket again.





The tour from the marina in Sandland started as usual right out of the boat. Skins on and ready to go. This time it was a longer one with lake crossing. As usually there were some occasional snowfalls but up to this moment we were already used to it. We went through a landscape of some lonely mountains, and then skied down again through fresh powder to set up sails again.



With the next passage, anchoring was ahead of us. Anchor watches after several long hours at sea are not a piece of cake, even more so when weighing the anchor was set for 6 am. I must say, after around 3 hours sleep getting up early and going for a tour is quite a challenge. The only dream I had at 5.30 am was to stay in my warm sleeping bag. But I knew we had to move the boat to the next fjord where the steep walls have a gap for us to slip in on skis into the sharp landscape of the mountains. Not all the waters in this area are thoroughly sounded so we happened to stumble upon the depths of 15-20 m just about 10 m from the shore of Stjernøya island. Fortunately we could get into the dinghy on the go, without anchoring this time.

PERFECT LINES

The day even with a tough beginning offered a good portion of sun and glittering powder. That eased a bit the hardships of the latter night. Heavy snowfalls and strong winds left some huge snow deposits so due to avalanche danger we had to alter the plans on the run. It worked out for the best. The ride was epic, but I gladly hopped on the dinghy again and dreamt of a hot meal on the boat. Thanks to the non-skiing part of the crew, just as we pulled the dinghy up on a boat, the dinner was served and what a blessing that was. We ate while sailing, looking for another place for anchoring or better, mooring. As usual, the choice fell dynamically. Next stop Store Kvalfjord.



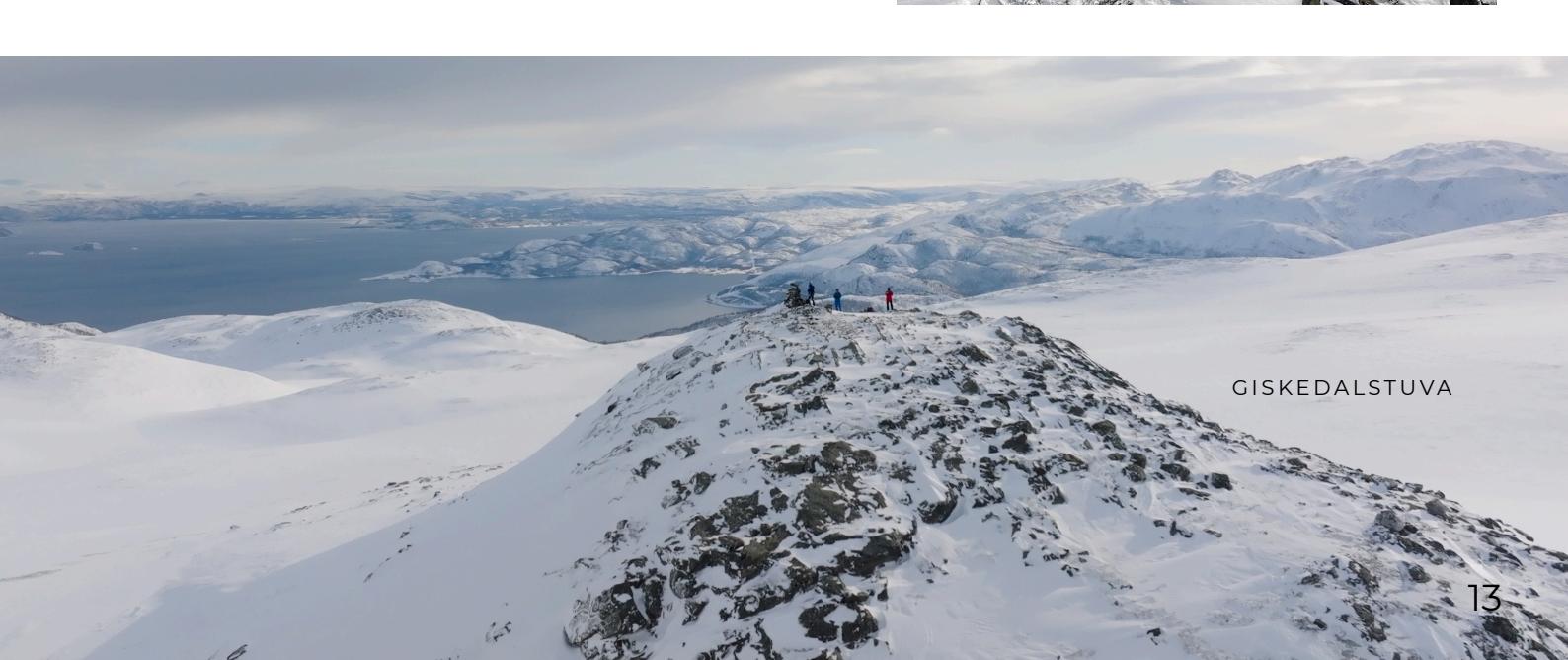
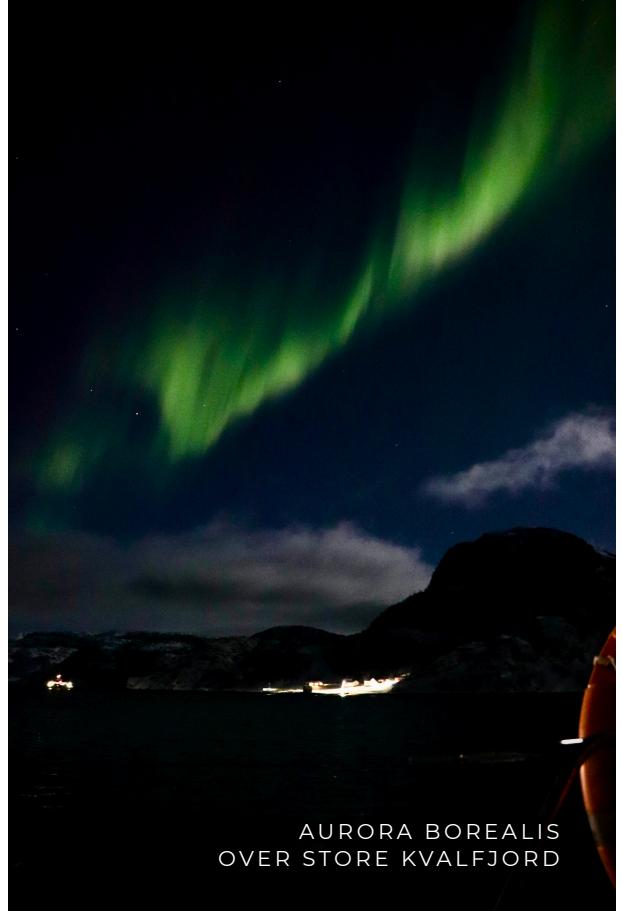


MIGHTY WALLS RISING
UP FROM THE DEEP
BLUE FJORD WATER

SKY GAZING

Further up north the light pollution plunges deep into the darkness so with cloudless sky we could gaze at the aurora spectacle. It emerged as if from behind the mountains and set off on its journey across the sky, from one end of the horizon to the other. We have seen it before, during the time spent on the boat but it was usually quite gentle. This time it came strong and danced in the sky. That was a truly unforgettable experience. I might even have relived it again while sleeping. Even though it's physics, it is not really measurable and for me, it was simply magical. Later on, the temperature took a plunge as well so the time outside on deck was limited. Especially when sailing against the wind. We stopped for another tour in a small place called Talvik. We saw the water temperature, already quite low, drop another degree in the fjord and later how the little bay gets a thin ice-chunks cover. Some of us tried their luck with fishing but in the end, we ate what was still left of our food supplies. The tour in Talvik was about making the best out of it. The weather forecast for the next few hours wasn't looking great so we only managed to go up on Giskedalstuva. Right after that, we headed towards Alta. For all of us, it was the first time that we needed to have clearance from the airport control tower to enter the bay and moor at the pontoon since we were crossing the airport's approach.

Being on a boat in winter conditions topped with the physical effort of touring was balancing on the edge of our comfort zones. Nevertheless, after mooring the boat for the last time on this cruise, I found myself longing for blue water again.



GISKEDALSTUVA

SHARE YOUR STORY WITH US, SHARE IT WITH THE WORLD!

For now we are “two-men show”. Even though we love to share our stories, we know that there are many tales in the world that should be told. If you have one to share, go ahead - send it to us! We'll go through all the stories submitted and choose the ones that fit the upcoming issue. We want this space to grow. So...

A scenic sunset over a body of water. The sky is filled with warm, orange and yellow hues, transitioning into a darker blue at the top. In the foreground, the dark silhouette of a pine branch with sharp needles is visible on the left. The water below reflects the warm colors of the sunset, with small ripples across the surface. In the distance, a small, dark island or group of rocks is visible on the right. The overall atmosphere is peaceful and contemplative.

WHAT'S YOUR TALE?



VISITING FINNMARK

JOANNA POLLUL

LOW TEMPERATURES GIVE ROOM FOR THOUGHT,
AND A SLOWER PACE OF LIFE TIME TO BREATHE.

While Tromsø is a small but busy city with already fair amount of tourists and available activities, arriving in Alta, Finnmark was a bit quieter experience.

After the sailing cruise during which we haven't interacted with many people, it was a peaceful welcome and suited the atmosphere.



We decided to rent a car from a local company and head to the North Cape. What surprised us when we planned the trip was the distance between the towns in Finnmark. It looked all so close on the map and after checking our route we found out the ride would take us 3,5 hours. Nonetheless, it was **the thing** to do while being so far north already. Again, we were quite lucky with the weather while driving up north. In the winter there is a snowplow convoy going to the cape over the last kilometers because of the big amounts of snow. This time the road was swept and open and the sun was shining bright. After a few kilometers from Alta, we entered a vast white desert-like landscape. It wasn't completely flat but it seemed like a never-ending, constant space. Later on, we moved closer to the shoreline again and went along the water. It stunned us a bit that in this remote area there were still some houses or even small settlements standing. The colors of the small wooden houses stood out against the blue-white landscape and the whole scenery was quite soothing.

After passing through an undersea tunnel, we were already on Magerøya island. There was only one moment of truth left at the convoy point but as we found out earlier the access was open. If we had some more time we would have used our skis to wander around but we could only jump out of the car, briefly watch the arrival of the next snowstorm getting closer to the North Cape's cliffs and head back to Alta. It was worth it though! This place seemed like a great hiking ground in summer. To be honest, over the next few days, we were pretty tired after all that had been happening. We got pretty cozy in the rented flat so for a change we enjoyed watching the snowfalls only through the window.





DUTCHMAN'S HAT ON THE
WAY TO THE NORTH CAPE

We are lucky when it comes to events that happen in the places we visit. It is a great opportunity to discover the local culture. This time it was Finnmarksløpet, the northernmost dogsled race in the world, and its finish line exactly in Alta. We've seen dogsled before, in Sweden but these from the race seemed much different. Focused athletes, tired and probably happy to cross the finish line, ready for a well deserved snack. Nevertheless, still attentive.

"The dogs come first", we heard later from Tor who we've met in the city. It was amazing to see how musher (the leader) and the whole team interacts with their dogs. I swear, I saw one girl whispering something into the dog's ear. It really seemed like they talked to each other. As only if everywhere in the world the respect for animals would be this great.

The main race is 1200 km long. This is the distance between Krakow and Zurich, just to make it palpable for the story. It is about the psyche and endurance of the dogs, but also the fitness of the musher, especially in the mountainous part of the race. There is also a shorter 600 km race, but it is still quite a challenge. There are checkpoints on the way where dogs can lay on the hay and musher gets some sleep too but in this climate, with next kilometers ahead it might not be the best quality rest. So, I guess Finns have Sisu and here it is called Finnmarksløpet. Sitting in a cabin located 30 kilometers east of Alta, we met Lisa, the host, whose daughter won the junior edition of the race. We asked her whether she would be starting in the 1200 km race one day. "I hope so!" replied Lisa proudly, who also started in the race when she was young.



This region, even though located in Norway, seems to be knitted from more than one type of wool. Anyway, this country is quite big so throwing all counties in one pot would be misleading. There are of course Norwegians living in Finnmark but there are also other ethnic groups, indigenous people of these lands called Sami. We've heard also about Kvens and Skogfinner (Forest Finns). I can imagine there might be more. Sami are a quite large group of people who are reviving their culture and pride again after years of being forced to assimilate. Nowadays their language can be heard and their presence can be felt. In their case, a central part of their culture is the reindeer. These animals set the rhythm of life for the people there. "We mustn't disturb the reindeer", our friend Tor also told us, while talking about restrictions when it comes to land and time over which the herds are moving towards the seasonal grounds. And even though there are particular times when the conditions are great for skimobile tours reindeer migration takes precedence. We asked Tor if he was Sami, he said no. Even so, he also had a great deal of respect for nature and its rhythm, which just showed us how life in the North rolls.



AFTER THE RACE,
TIRED BUT STILL ALERT



PLANNING SKI-TOURS YOU WILL REMEMBER - STUNNING BUT SAFE

BJÖRN POLLUL



FINDING THE SLOPES

If you are in a place where there are no published tours to find, or you want to explore something new... then dare to dream big! Use the modern tools to get a birds perspective - or maybe more the one of a helicopter. Thanks to worldwide, high resolution, 3d satellite image you are able to get to know the area before you even started packing. Turning the perspective around, displaying slope angles and hovering above your planned route... it is really like you are on a scouting flight. So scroll through Google Earth and find those perfect slopes from the movies! It is always good to dream. But don't forget to check if it is going to be a safe tour!

STEEPNESS

Basically, the most important factor of the tour is the steepness. As slab avalanches can happen on slopes above 30 degrees and most avalanches happening between 30 to 45 degrees, that is where to pay attention. Many planning programs can display a map overlay, which color codes you the steep areas. Some will even show you the run out zones. Obviously, skiing is no fun on the flats as long as you are not cross country skiing. Steeper slopes have a bigger fun factor. More speed, feeling the g-forces and deep powder. Depending on the conditions, steep slopes can be possible and safe. With a solid, well bound snowpack without weak layers or wind drifted snow, you can plan to go steep. As well in favorable conditions, without the typical warning signs, even in danger level 3,

slopes slightly steeper than 30 degrees can be safe. There is always a margin. On some days, 35 degrees is totally fine. On the other hand, avalanches can easily occur on 30-degree slopes in bad conditions. There were days when I had to turn back after seeing warning signs on a slope of just 30 degrees! Nature is dynamic, and so is the avalanche risk.

NOT BY THE NUMBERS

Judging the actual conditions on tour needs a lot of experience. It will come easily to you over time. Be active, search for signs of danger, look for them on the surrounding slopes, try to estimate the steepness of a slope, and share knowledge and experiences with your group.

Let's say it is avalanche danger level 3, "so let's stay below 35 degrees and we will be fine" - it is by no means like that! The avalanche forecast gives information about what to expect, most often for a big area. However, the actual conditions may vary on every slope. Keep your eyes open and judge every section by section with what you see or hear.

Most avalanche incidents happen in danger level 3. And yes, avalanches can happen at every danger level. There is always a risk. Always bare with defensive decision-making. If it doesn't feel right, then there is something wrong. Never let yourself push you to a higher risk acceptance, because you have travelled so far or the weather today is so great. You can always come back later, opposite to when you have become a victim of an avalanche.



A further important factor is the exposition. If you look at the weather report of the last days, you can tell of the wind direction whether your planned route will lead through leeward passages, where wind-drifted snow could have accumulated or cornices might have formed. Wind is the "architect of avalanches". Make sure you know what the weather was the previous days.

Moreover, the sun does not shine on north faces, which will not only lead to a colder day for us, no great sunny pictures, and your group asking if we can not go back to the sun. It also affects the snowpack.

As the sun shines on the snow, the crystals will slightly melt. During cold nights they freeze together again, morphing to large and coarse grains, which will stabilize the snowpack. This process does not happen on north faces due to the absence of the sun, which will preserve the powder on the other hand. So even several days after the last snowfall, you can still find some good riding there, but be aware that the snowpack might not be as settled as on the sunny sides. Though the sun powers the melt-freeze metamorphism to settle the snowpack, it can also increase the avalanche danger!

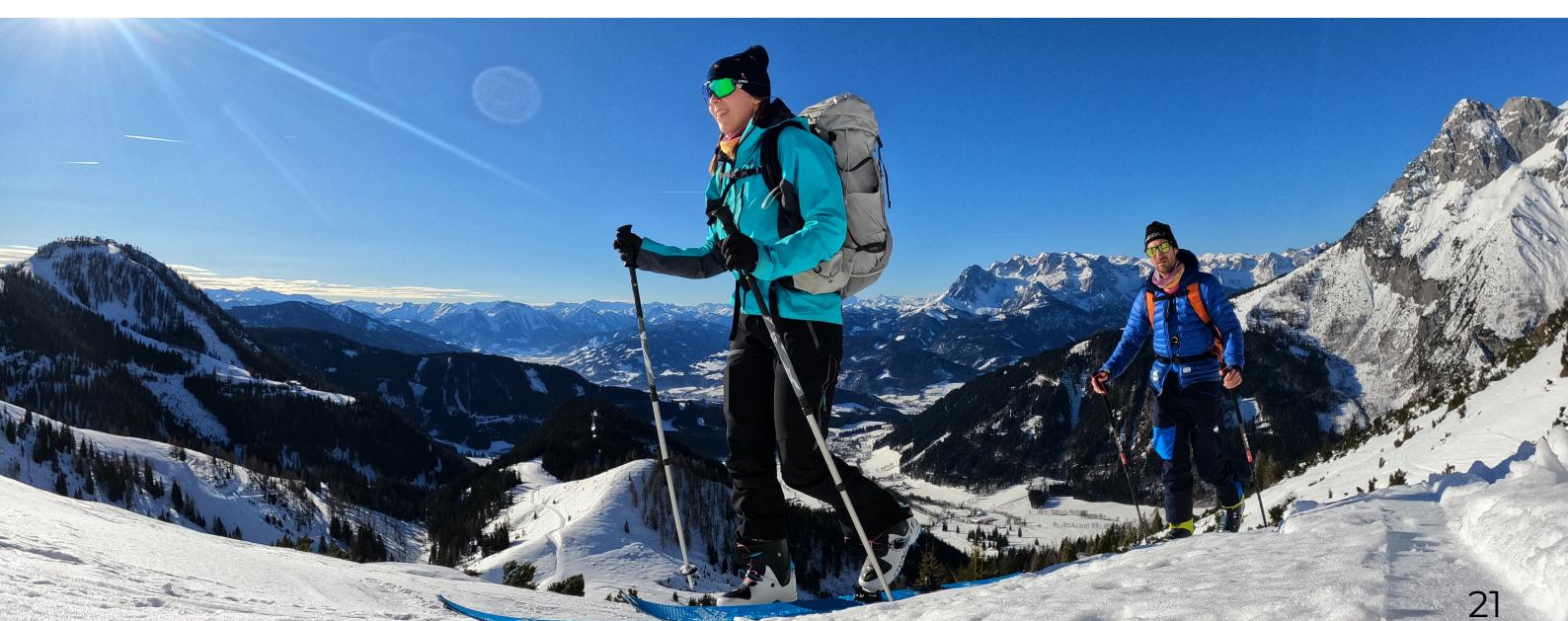
TALKING ABOUT THE WEATHER

If it gets warmer, especially in spring, the slight melting of the snow releases vapor and liquid water which increases the weight and also destabilizes the snowpack, leading to wet snow avalanches. Especially if it is so warm it already rains. Rapid warming brings the highest risk but is at least easy to detect.

Cold temperatures lead to a faceting process of the snow crystals, creating the perfect weak layer. It also preserves the existing dangers and prohibits the snowpack from settling.

Whether it is very cold or quite warm, the weather is bad...

So warming during the day and cold nights or slow and moderate warming decreases the avalanche danger.





LET IT SNOW

Of course, snowfall is great! Great powder to ride, great to watch, and a great increase in avalanche danger... in unfavorable conditions, just 10 cm of snowfall can lead to high danger. With the presence of strong winds, this amount is enough to form considerable deposits in bowls, gullies, and leeward areas. Low temperatures, a weak snow surface that now is buried or uniform, and weakly bonded old snow below are further dangers.

If so, how to get a deep powder day then? In average conditions, up to 20 cm to 30 cm of new snow can still be safe. In favorable conditions, with just a little wind, temperatures just below 0 °C, and a well compacted, irregular old snowpack, even up to 50 cm might be safe.

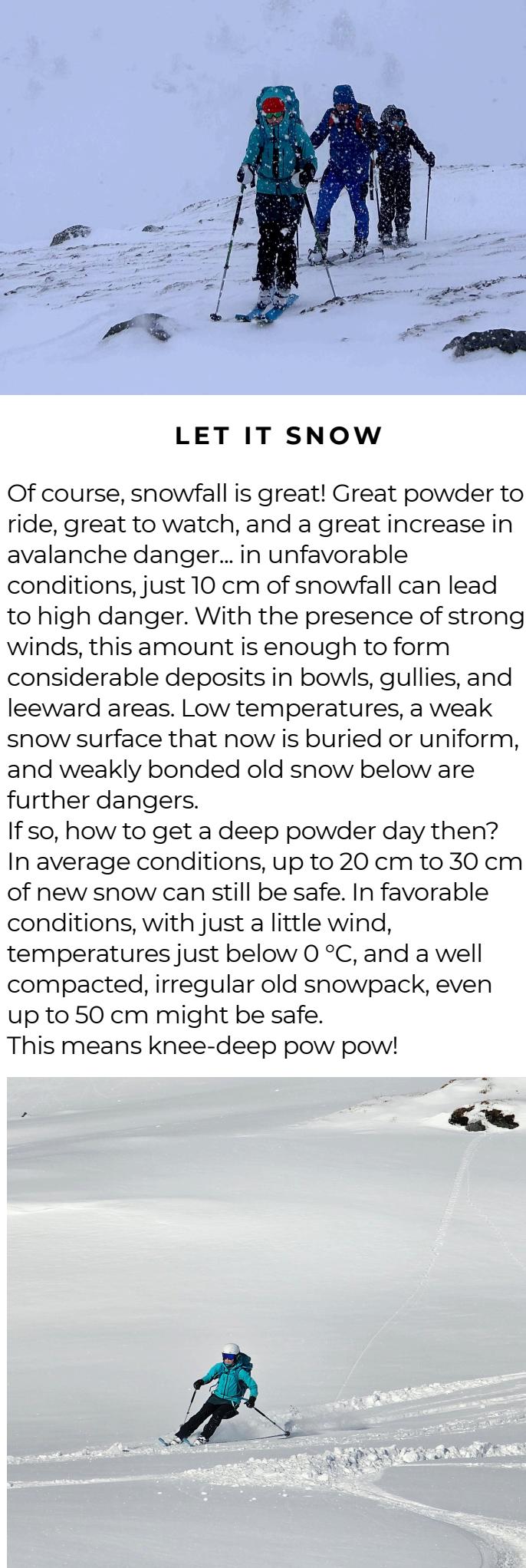
This means knee-deep pow pow!



TERRAIN

Try to route your ski tour over ridges and find slopes with a convex curvature. Avoid gullies, bowls, hollows, steep slopes below terraces, leeward sides of ridges, and the foot of rock faces or steep sections. Be aware of the run-outs and try to find safe spots, already during planning! Think of the area, is it crowded or remote? Many ski tracks in a slope will act like a tractor plowing a field, reducing the risk of a weak layer forming. In remote areas where you might be the only group for a long time, the risk is higher. But this process takes time. And seeing skitracks on a slope does not mean it is avalanche-safe.

Staying on the windward side is the safe option, but comes with a risk as well. Strong winds might have blown so much snow away, that there are many rocks. Not much fun to ride and a high risk of serious injury in case of a fall. Unfortunately, this is still hard to detect on actual satellite images like e.g. NASA Worldview, but taking binoculars or checking webcams might help.



It seems like a trade-off between stunning riding in deep powder on steep slopes and safety, but that is not what it is. Assess the risk, be sure that it's safe. If you can not decide for a certain and get a clear "GO", then it is already a "NO"! Take into account all the information from the avalanche forecast, the weather report, what you planned, and what danger signs you see. If in doubt, search for facts. Dig a snowpack to see what it really looks like. Look what snow crystals are present.

Look for wind signs. Look at the snow deposits and cornices. Maybe you have even heard some whumpf sounds. If you are not sure if it is safe, why should you risk everything? Find some other, safe slope and do it maybe twice. Skip a tour and go to another area. Or take an early descent and have some nice cake and coffee in the sun instead - maybe not the tour you were hoping for, but much better than being pushed by several meters of snow, hard as concrete, after being tumbled around like in a washing machine.



If conditions are not good then save it for next time. It may already be a good reason for you to return. You will not enjoy a tour where you are always thinking about whether it is still safe or already pushing the boundaries. In good conditions and able to find a safe route, making certain decisions about the slope being safe, you have the freedom to catch the full joy.



HELPFUL APPS

Relief Maps is a 3d mapping program with lots of maps to choose. You can display overlays for steepness, flats and exposure. It offers satellite image in high quality and even live and has a cool camera function on tour. A good program for tour planning for a fair price.

Google Earth offers the highest quality of 3d satellite image open available. You can try to find older satellite images in the options to maybe find something when it was winter. And it is completely free.

The **EAWS** website directs you to the local avalanche forecasts and is working for all over Europe.

Windy offers so many weather maps and giving you quick and easy access to many different weather models. As well useful in the free version

PRINT'S NOT DEAD! BUT COSTLY

IT TAKES A LOT OF EFFORT TO PREPARE, CREATE, AND PUBLISH A MAGAZINE, BUT WE DO IT OUT OF PASSION. WE ALSO VALUE PRINTED MAGAZINES. IT'S ALL ABOUT TAKING A MOMENT FOR YOURSELF. TO BREW YOURSELF A CUP OF COFFEE OR TEA, SIT IN YOUR FAVORITE ARMCHAIR, FEEL THE PAPER IN YOUR HANDS, AND MOST IMPORTANTLY, GIVE YOUR EYES A REST FROM THE SCREEN. WE KNOW THAT THERE ARE STILL PEOPLE WHO APPRECIATE PRINT AS MUCH AS WE DO. SO HELP US MAKE THE MAGIC OF PRINT FOR MAPU TALES. FOR MORE INFORMATION: MAPUTALES.BLOGSPOT.COM



DOBBIACO - CORTINA



RACING THROUGH THE DOLOMITES

BJÖRN POLLUL



You know there is a ski marathon nearby when you are traveling to Italy, and everyone speaks either Swedish, Norwegian, or Finnish. The Scandinavian ski enthusiasm paired with Italian dolce vita mixes a good cocktail.

Not so well mixed, was my wax mixture for the race. I tested the day before and tried to get as close as possible to the weather forecast for the race day. While tested in bluebird conditions, the skis were fast and had a good grip.

Obviously, it had to snow during the race. With temperatures around 0°C and wet snowfall, it turned out to be a little bit warmer than forecasted. Scraping off the wax and applying plan B just 30 min before the start is at least a quite effective warm-up.

FELT LIKE WINTER

Fortunately, it did not get warmer as the track went up higher and it had not been too wet. It really felt like winter. Although the track had to be shortened due to a lack of snow down in the valley, the trees next to the tracks were covered in snow, presenting the dolomites like a winter wonderland. Not a white band through green fields, like we are almost used to it nowadays. How weird it seems to think during a ski marathon that it feels special to run through a snow-covered landscape...



Right from the start, the headless chickens did their show, trying to push through every gap which does not exist, causing falls and breaking poles. That will never change.

Being careful and watching out I sneaked around the collisions. After two kilometers, leaving the stadium of Dobbiaco it all seemed to be sorted out and the train was rolling.

RIDING THE TRAIN

With the fresh snow making it slow, there was only one track to use. Obviously, there was more than one, but some were unbelievably slow so that overtaking was an exhausting gamble. Well, the tempo was good and it was a quite funny group where I happened to be. A Croatian fellow expressed his happiness and excitement in giving funny comments all the way. He surely had a lot of fun! Riding on the freight train towards Cortina, it meant sit and kick. Knowing the last 14 km will be downhill, you had to get somehow exhausted before it. It took some patient waiting within the group until the uphill got slightly steeper, just enough to tear the train apart. Now it was the time to glide past all the double-polers. As they are glued to each of the steeper climbs, passing them while gliding in classic style was a great joy!



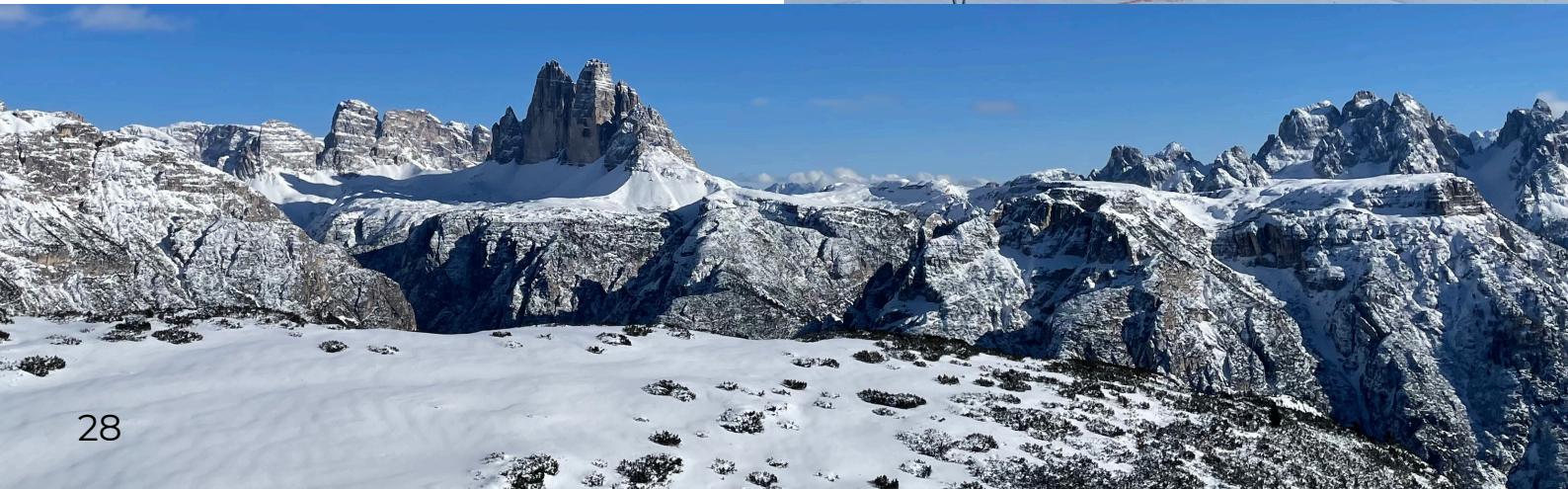
DOLCE VITA

Sunday meant a relaxed day, of course in bluebird weather again. We made use of the perfect fresh powder and the beautiful Dolomiti landscape. It is definitely one of the most beautiful areas in Europe! Ski touring with an amazing view of Tre Cime, we met all the Scandinavians during a stop for coffee at the Prato Piazza. I guess that is **the thing** to do there.

Dobbiaco - Cortina was for us the perfect combination of racing, pizza, skitouring, cappuccino, mountains and limoncello. A trip worth doing.

ALL DOWNSHILL FROM HERE

It was time to get exhausted before the fast descent towards Cortina. Throwing in some quick nutrition on the way and then all out to the finish. Powering through magical forests, past mighty mountain walls and along a vast gorge over bridges and through tunnels. This track offers some scenic views! Along the way, the Olympic rings were already set for the upcoming Winter Games in Cortina next year. With a rattling heart and the breath of a locomotive, I reached the finish line. A big surprise awaited both the skiers and the fans at the finish line. The warming drink turned out to be hot wine. That is a proper welcome!



KID'S CORNER

SALZBURGS BEST SKIRESORTS FOR KIDS



BJÖRN POLLUL

SKICIRCUS SAALBACH-HINTERGLEMM

Big, wide slopes, modern gondolas, lots of restaurants and places to warm up again. Saalbach is a **huge resort** that offers something for everyone! From 140 km of blue slopes to the World Championship slopes, special junior parks, and lots of ski schools ensure that your little ones will love skiing! We highly recommend going to Kleiner Asitz! The restaurant "Alte Mühle" welcomes you with tasty food and a cozy atmosphere. It is located right next to slope 215, a nice place to teach your kids the skills.



WINTERPARK POSTALM

Old but gold! Postalm is what skiing used to be when we were young. With many T-Bars and gentle slopes, it is a good place for the whole family, offering winter hiking trails, cross-country ski slopes, sledding, and ski touring routes. It has a big restaurant in the center to warm up and you can buy hourly tickets for the lifts. It is a good place to stay on a budget.

KITZSTEINHORN

On the top of Salzburg, 3.000 m above the sea level, you will have a truly **alpine experience**! Yet, the slopes in the upper part are gentle and wide. Comfortable gondola ride gives you and your loved ones a short pause from skiing. Also many restaurants and even a cinema at the top station offers opportunities for a break.

Mind checking the weather reports before the trip. We recommend this resort only in good weather conditions. Winds can be strong and it can get cold up on the glacier. As well, getting to the car is only possible when leaving. Though, in good weather the views and good snow will get you high!

DACHSTEIN-WEST

Explore the Kinderlands - four kids' ski areas in one resort. **Entertainment guaranteed!** And a special Kinderland Ticket will keep you low budget. The Donnerkogel station has good and easy terrain for the juniors and connects to many red slopes for the older ones. Furthermore, it is a great start for ski touring. Something for everyone!



WELCOME ON
BOARD!

WWW.JOINUS.EU



Winter, at least in central Europe, is coming to an end. In fact, despite the snow still lying somewhere in the higher mountain areas, we already have spring. However, we have a few tips for the next winter season.

I am a bit picky, so when I go on a tour I can't wear anything made from wool unless it is a very fine merino. So I sort things out by wearing functional underwear made of synthetic fabric and over that hardshell trousers with zippers on the side. However, it doesn't really matter if I wear woolen underwear or not. I usually get cold in the bottom area even during walking. I thought of a thermo skirt and that was truly a game-changer. You can find it now and then even in the common supermarket. It keeps the cold wind away, is very flexible with a zipper on the side, and is easy to take off when needed. This way I added another layer without getting too hot when it gets steeper. It is perfect not only for ski-touring or hiking but also for outdoor gatherings in lower temperatures or even lazy winter walks. For me that changed a lot, especially when walking up during one of the many blizzards we had in Norway. I already see myself wearing it also while I cheer Björn on the starting line at some cross-country skiing race.

WARM GRIP

Another part of the body that tends to get colder in my case is my hands. Sometimes I even carry three different pairs of gloves. When it is cloudy and windy, for descent I use the thickest ones, in my case Hestra Army Leather Ski Mittens. This is an individual thing but my tip for hands would be: warm enough for your own standards and with a grip. Especially when going uphill, with usually a bit of room for hand, slipping gloves can disturb and give less precision on steep terrain. For such occasions, I wear Black Diamond Midweight Softshell gloves. If it comes to wet surfaces, the best fit is the "fisherman's" gloves. Not only for sailing. I have just used mine for a bike ride on a rainy, still cold spring morning. And one more thing, always carry a hot beverage. Our latest trend: hot cocoa instead of tea. Our friend Marcin cooked a pot full of it every single day of the cruise in Norway. Easy but how visionary!

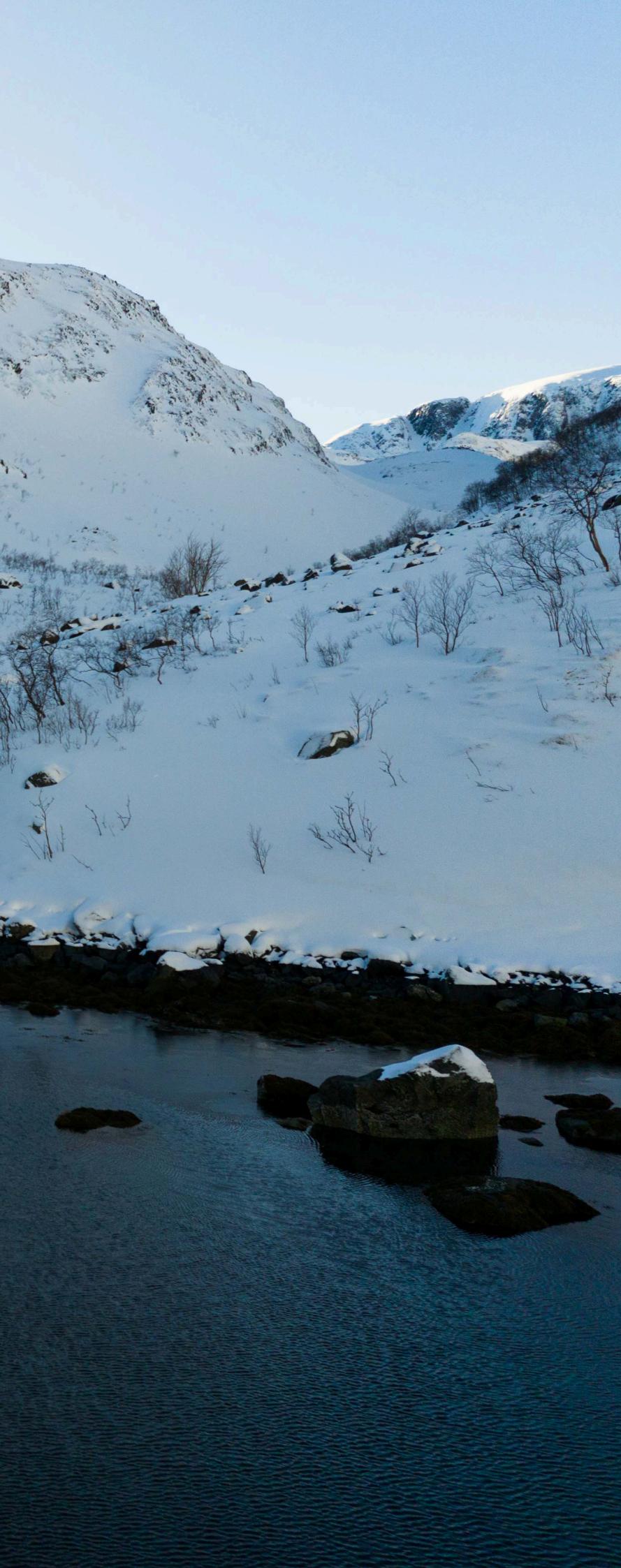
KEEPING WARM WHEN THE COLD WIND BLOWS

JOANNA POLLUL



A wide-angle photograph of a rugged, snow-covered mountain range. The foreground is a dark, rippling body of water. In the middle ground, a small, dark boat with several people is visible on the water. The background is dominated by towering, snow-capped mountains with rocky outcrops and sparse, snow-dusted vegetation.

GOT A PERFECT SHOT?



TELL
YOUR
STORY
BY
SENDING
US A
PICTURE
FOR THE
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OF THE
ISSUE



THE GALLEY

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THE SOUL OF THE HOUSE IS THE KITCHEN SINCE ALL THE PARTIES SOMEHOW START OR END THERE. IN THE GALLEY THERE IS NOT ALWAYS THAT MUCH ROOM TO GATHER, IT STILL IS THE HEART OF THE BOAT AND DEFINATELY HAS A SPECIAL PLACE IN THE HEARTS OF ALL ON BOARD.

Part of the cruise is to stock the fridge. If you are going somewhere by camper van or simply by car for camping, you may want to think about what you're going to cook beforehand. It is good to have a few ideas for dishes which, ideally, won't require a lot of time and effort, but are still filling and reasonably healthy. Reasonably, because some adventures require compromises - at low temperatures, we would choose something fatter and even quicker to prepare.

In the first "Galley" I would like to present you one of my favorites: baked sweet potatoes. With this recipe, you are one "oven away" from serving a nourishing, tasty dish. For those on the campsite without access to an oven, I have good news. Sweet potatoes, just like the standard potatoes can be thrown in silverware under the broiling coals of the campfire.

In the galley, you will need one or two sweet potatoes depending on their size. You can serve them with various sides. I usually serve them with veggies such as mushrooms, carrots (both also baked), cherry tomatoes, spinach (Popeye would be proud!), and feta or halloumi cheese.

Preheat the oven to 200 °C, top and bottom. Wash all the veggies and peel the potatoes. Cut them into sticks, mushrooms, and cherry tomatoes in half. Put sweet potatoes, mushrooms, and carrots on the baking paper. Sprinkle with olive oil. Season with salt and sweet paprika. After about 25 minutes, (I usually just check with the fork if they are done) take out all baked veggies. Serve with diced feta (or halloumi cheese - this one needs to be baked or fried) and spinach. You might want to sprinkle the whole dish with a balsamico sauce. None pots used, everyone full and happy!



- one or two sweet potatoes (usually one bigger is enough)
- 500g mushrooms (one package)
- ~60 g spinach
- 1 feta cheese
- 1 Tbsp olive oil
- 1/2 tsp sweet paprika
- 1 pinch sea salt

optionally:

- 1-2 carrots
- balsamico sauce
- halloumi instead of feta cheese



“THE WORLD IS FULL OF GREAT AND
WONDERFUL THINGS FOR THOSE WHO ARE
READY FOR THEM.”

—MOOMINPAPA AT SEA, BY TOVE JANSSON



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